

Maryland Historical Trust

Maryland Inventory of Historic Properties number:

~~HA-1862~~

HA-1861

Name:

12008/ MD7 OVER GRAY'S RUN (OLD PRINCEDENTIA CO.)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ☒ X

Eligibility Not Recommended ☐

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments:

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. HA-1862NAME AND SHA NO.: 12008LOCATIONRoad Name and Number: MD 7 (Old Philadelphia Road) over Gray's RunCity/Town: Aberdeen ☒ vicinityCounty: Harford CountyOwnership: ☒ State ☐ County ☐ Municipal ☐ OtherBridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is bridge located within designated district?: ☐ yes ☒ no
☐ NR listed district ☐ NR determined eligible district
☐ locally designated ☐ other
Name of District ☐

BRIDGE TYPE

- ☐ Timber Bridge
☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete
- ☐ Stone Arch Bridge
- ☐ Metal Truss Bridge
- ☐ Moveable Bridge
☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf
☐ Vertical Lift ☐ Retractable ☐ Pontoon
- ☐ Metal Girder
☐ Rolled Girder ☐ Rolled Girder Concrete Encased
☐ Plate Girder ☐ Plate Girder Concrete Encased
- ☐ Metal Suspension
- ☐ Metal Arch
- ☐ Metal Cantilever
- ☒ Concrete
☐ Concrete Arch ☐ Concrete Slab ☒ Concrete Beam ☐ Rigid Frame
☐ Other Type Name ☐

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DESCRIPTION

Describe the Setting:

Bridge # 12008 carries ND 7, also known as Old Philadelphia Road, over Gray's Run near Aberdeen. This area falls near the northern border of Maryland's Tidewater or Coastal Plain physiographic region. MD 7 runs in a generally southwest to northeast direction at this point. Bridge # 12008 is situated between I-95 and US Route 40.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Bridge # 12008 carries two lanes of traffic over Gray's Run. Built in 1925, the structure is a concrete girder bridge consisting of a single span measuring 28' +/- with a clear roadway width of 24' and a total length of 29'-5". A 1924 design standard was assumed. The bridge is comprised of a concrete slab integral with the concrete beams, plain concrete abutments and wingwalls, and incised concrete parapets which are integral with the bridge. A geodetic survey marker, located in the top of the north parapet, is imprinted with a date of 1959. The concrete abutments and wingwalls bear no additional ornamentation. Guard rails have been placed at the sides of both approaches to the bridge.

The earliest inspection report located, dating to 1932, notes a crack in one of the wingwalls. Inspection reports dating from 1976 through 1980 cite a crack in one wingwall and spalling of one of the abutments.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

In 1988, the parapet on the southeast corner was hit by a vehicle and subsequently repaired. Reports from 1989 note repairs consisting of underpinning the west abutment and cracked wingwall. During that same year stream channel protection with Class I riprap was provided to protect the bridge against severe scour problems. Drawings from 1989 show alterations to the superstructure and substructure involving repairing scour at abutments, repairing the exterior concrete girders, and sealing and repairing cracks in the northeast wingwall.

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HISTORY

When Built: 1925

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission, contract #H 39

Who Designed: Unknown; assumed design based on then-current SRC and AASHO specifications

Why Altered: The bridge was altered to repair vehicle accident damage to one parapet wall as well as to correct scour problems and underpin the west abutment and wingwall.

Was this bridge built as part of an organized bridge building campaign?: No

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Road improvements in Harford County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Bridge #12008 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

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Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, the bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?

No, this structure is not a significant example of its type. The character-defining elements have either been repaired or exist in somewhat deteriorated condition.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No, the bridge does not retain integrity of the primary character-defining elements of a concrete beam bridge. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. One parapet wall was repaired in 1988 and repairs to the superstructure and the substructure were executed in 1989.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this structure is not a significant example of the work of the State Roads Commission.

Should this bridge be given further study before significance analysis is made, and why?

No, this structure should not be given further study. Previous alterations place its integrity in doubt.

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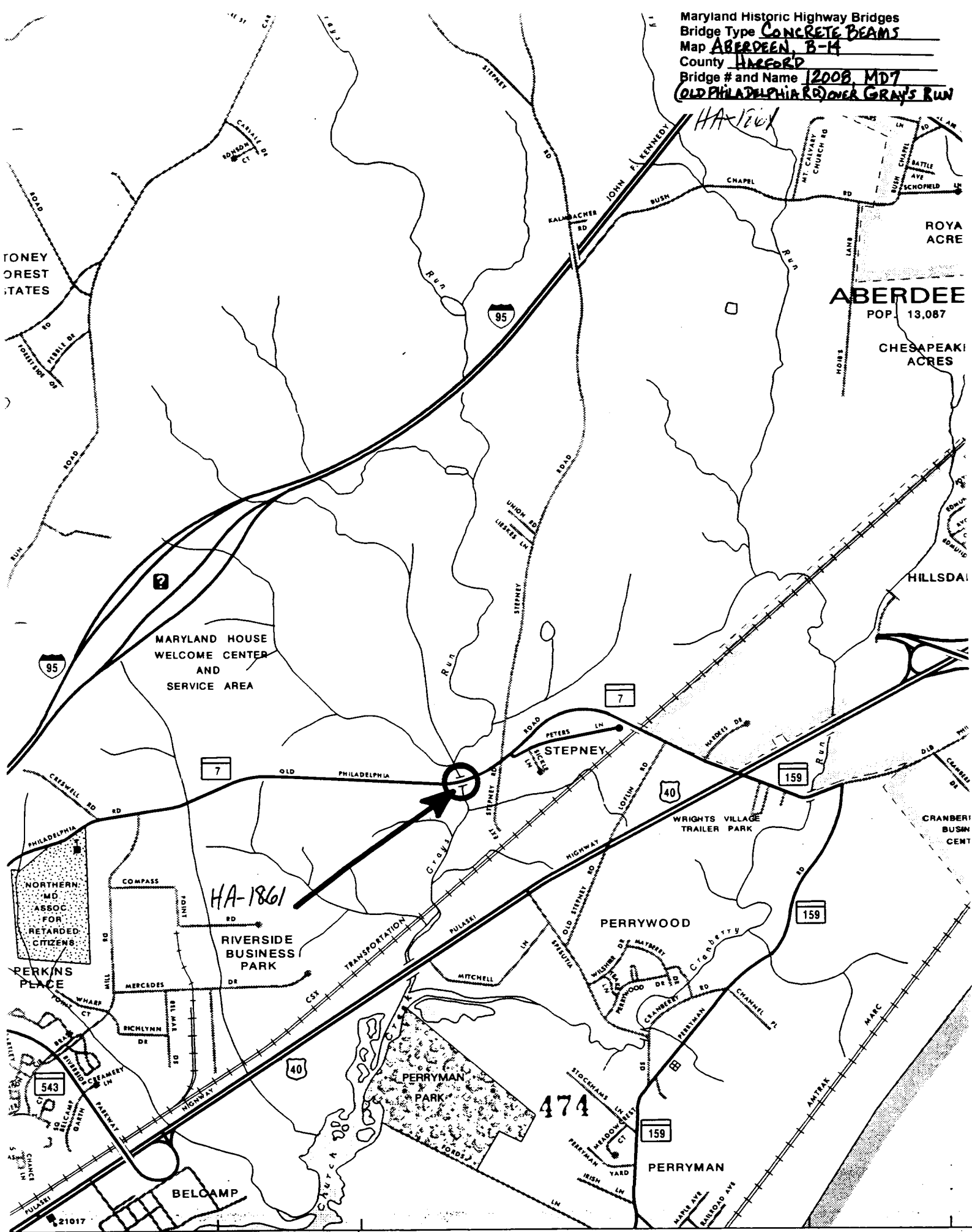
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SURVEYOR INFORMATION

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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAMS
Map ABERDEEN, B-14
County ANNE ARD
Bridge # and Name 12008 MD7
OLD PHILADELPHIA RD OVER GRAY'S RUN





HA-1861

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO~~ STHA

- BRIDGE NO. 12008 OVER
GRAYS RUN
- VIEW LOOKING EAST ON
MD ROUTE 7

1/5



HA-1861

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

MARYLAND SHPO SMA

- BRIDGE NO. 12008 OVER
GRAYS RUN
- VIEW LOOKING WEST ON
MD ROUTE 7

2/5



HA-1861

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO~~ SHA

- BRIDGE NO. 12008 OVER GRAY'S RUN

- VIEW LOOKING SOUTH

3/5



HA-1861

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPD~~ SHA

- BRIDGE NO. 12008 OVER GRAY'S RUN
- VIEW LOOKING NORTH

4/5



HA-1861

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

MARYLAND SHPO SHA

- BRIDGE NO. 12008 OVER GRAY'S RUN
- VIEW OF GEODETIC SURVEY MARKER
ON TOP OF NORTH PARAPET

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